

## SMOKE LAW OPPOSED

## Railroad Officials Suggest a Compromise Measure.

## COAL BRIGNETTES BEING TRIED

**Pledge Made to Use Smokeless Coal or Coke. Pat Treatment Under Fine for Careless Firing and Reduce Smoke Evil to a Minimum—Discussion of Terminal Conditions.**

The Senate District Committee held a second hearing yesterday morning on the pending bill to require the railroads using the Union Station to comply with the smoke law. The attendance of railroad men was large. Commissioners Macfarland, West, and Biddle were present.

The railroads submitted a promise: First, that they would require their city engines used wholly within the city limits to burn coke, and if that was not satisfactory, anthracite, or some other smokeless coal; second, that all road engines hauling trains in and out of Washington should use selected coal of the best grade, so as to reduce smoke to a minimum, and, third, to issue instructions to firemen, engineers, and conductors, and all trainmen, to exercise strict care to avoid scattering cinders within the city.

This proposition struck the committee members favorably, but no indication was given as to how the committee would act on the bill. The committee will take the bill up for action Friday. Commissioner Macfarland, speaking for the District, was not inclined to agree that the bill should not be passed, but thought the railroads should be bound by law just as are all private plants in the city employing steam power.

The hearing was intended chiefly to give opportunity for representatives of roads to the south of Washington to be heard. When the former hearing was held the general idea was that the only alternative from using smoke-producing conditions was electricity. Senator Gallinger at the outset yesterday explained that this was not true and that the language of the bill simply required that railroads should comply with the same law that applied to all persons or firms in the District whose plants produced smoke in offensive quantities. Hotels, factories, and all power-producing concerns in the District had complied with the law. It was now desired that the railroads should place themselves on the same footing.

**No Need for Electricity.**  
Mr. Samuel Rea, third vice president of the Pennsylvania Railroad, speaking for the Washington Terminal Company, the Washington Southern, Atlantic Coast Line, Seaboard Airline, Chesapeake and Ohio, and the Southern, read a prepared statement. He first took up the statements presented by Commissioner Macfarland at the last hearing from various engineering authorities and magazine articles, and urged that they did not represent fairly what was the true condition of the effort now being made by various railroads to substitute electricity for steam at terminals. He said that the problem in New York, with three or four millions of people, where the Pennsylvania will use electric power, was very different from that in Washington, with a population of 200,000.

The plan in New York was only applied to passenger traffic. In fact, he urged electricity was only being tried in short zones to provide for suburban traffic. In anything more ambitious it was wholly an experiment, in which the cost of installation was very great, and that of maintenance beyond the point where it could be paid for by the railroads. The Pennsylvania's line from Camden to Atlantic City was only a passenger line. There were no terminal yards, and there were but two tracks in the system. No comparison with the conditions in Washington could be instituted from this line. Steam was used now, and probably always would be, for freight on the Atlantic City line.

Speaking of the substitution of electricity for steam by the New York and New Haven, Mr. Rea said it was not because signals could not be seen in the tunnels. The electrification of the Long Island line was done because of the necessity of union with the Manhattan subway lines. The tunnels also were a consideration with this line. All trains outside of Brooklyn were hauled by steam. The problem in New York City had to do with high city taxes, and the company was planning to use electricity voluntarily, the city authorities allowing the use of coke and selected coal for locomotives within the city limits.

The yard movements in Washington, Mr. Rea said, would be very expensive for electricity. There were eight roads entering here and dealing not only with the traffic terminating at the city and with that originating in the North and destined for the South and that coming from the South northward. This would require over 50,000 train movements annually. No electric system possible could handle this.

On the freight traffic terminating and originating in Washington electric power would increase the cost to at least \$5 a car. The numerous public celebrations held in Washington would require a system, if the terminal was electrified, that would give maximum facilities for handling traffic, and then this system at other times would have to be maintained for conducting a minimum traffic.

Mr. Rea declared that the railroads entering into the arrangement to build a union station had done so in no begrudging spirit, and had provided improvements that were twenty-five or thirty years in advance of the growth of the city. He urged that the cost to the merchants of an electric system would be insupportable, that the present plan was to keep the freight movement as far out from the city as practicable, and that a reasonable period should be allowed after the station was ready for use to allow the roads to demonstrate by test what its capacity and facilities were. He then stated the pledge that the various roads had agreed to, of using, as nearly as they could, smokeless coals or coke, road engines, and that trainmen should be held strictly to line to exercise care in firing in the city or approaching it.

**Extension of Time.**  
Senator Gallinger asked Mr. Rea if it was desirable to extend the time within which the roads were to comply with the law.

Mr. Rea said that the time should be extended from January 1, 1908, to January 1, 1910, at least, and said the roads hoped that they would not be compelled to adopt measures to do away with smoke until their efforts already under way had had a trial. He said that household smoke or that from stationary engines was easily controlled, but with the forced draft of the locomotive the difficulty was greater.

Senator Burkett asked if the roads were introduced a bill to Congress required it. Mr. Rea said they would resist legally the expenditure of any more money, as they did not have the money

## CONGRESS IN BRIEF.

The House reported the provision for free seeds in the agricultural bill, referred to act on the Appalachian forest reserve project, and modified the provisions for pure food inspection. Adjournment was taken to-day.

In the Senate Mr. Beveridge concluded his speech on child labor. The diplomatic and consular and fortifications appropriation bills were passed with amendments. Mr. Curtis was sworn in as Senator from Kansas. A resolution asking for the results of the Interstate Commerce Commission's latest investigation was adopted, and adjournment was taken to-day.

To spend. To a question from Senator Gallinger, he said the Pennsylvania had spent \$50,000,000 for betterments in New York and would spend \$40,000,000 more there, and was spending \$25,000,000 in Washington.

J. E. Mulvey, the superintendent of motive power for the Baltimore and Ohio, made a statement showing what work was being done to reduce the smoke emitted by that road. He said smoke might be controlled, but the cinders with forced draft presented the hardest problem. Senator Burkett asked if his efforts to reduce smoke were not being tested by the use of smokeless coal. Mr. Mulvey said the first thing aimed at in making power was efficiency and not economy. A certain amount of coal must be consumed to blow over the grates and produce cinders. In some districts as much as 15 per cent of the coal went over in cinders on ordinary engines. The experiments at Altoona had been under way for two months, he said, but were very promising.

Mr. Rea said that the briquettes were being used generally in Europe with satisfaction.

**Difficulties Suggested.**  
W. H. White, president of the Washington Southern, made an interesting appeal for consideration of all the practical problems involved. He said the roads had tried to comply with all that Congress and the District Commissioners had asked of them. The idea of electricity "ad not been proposed to them in the start, and he did not think it should be now. To people traveling to and from Washington, the electrification of the terminal system would mean many inconveniences by causing delays to trains that would be necessitated in changing from steam to electric power. It would make impossible the four-hour schedule to New York, to which the Pennsylvania Railroad had been working. It would mean great loss to the public, and the District Commissioners, and the railroad companies, occasioned by the delay of at least two years in the opening of the station and improvements. Carrying the idea of electricity more heavily on consumers in the District.

"The railroads are constantly testing," said Mr. White, "and will be glad to adopt any successfully operated appliance to reduce the smoke problem. They are willing to do all in their power to relieve the situation. They respectfully request that they be given a reasonable period after the opening of the station to accurately obtain the facts in operation and test the different grades of fuel before being compelled to abandon, to the detriment of all interests, a large part of the present outfit for steam and install electricity."

Mr. White said he had been compromising in their attitude, but have shown a willingness to exert every effort to abate the smoke nuisance in the city of Washington. This morning they offered to require the use of coke and selected coal for locomotives in and out of the city, to use selected coal of the best grade, to reduce smoke to a minimum, and to insist upon the exercise by engineers and firemen of additional care in firing locomotives in and out of the city.

"This is practically the plan which was followed in that part of the city of Greater New York comprising the boroughs of Brooklyn and Queens, and which has proved to be a success. The municipality, the residents, and fairly so to the railroads."

Commissioner Macfarland closed the hearing by insisting that the law should be passed, and that the railroads should put them on the same footing with private plants. He appealed to the pride of the railroad men present in the national capital, which, he said, was not merely the pride of the railroads, but the pride of the city, and that it was the duty of the railroads to live here, but also of the 200,000 Americans who feel that it is their national city.

## NEED OF SMALL BILLS.

**Treasurer Treat Proposes a Plan for \$5 and \$10 Gold Certificates.**

The Senate Committee on Finance heard United States Treasurer Treat, yesterday, upon the bill, already passed by the House, to remove the restrictions against the issue of gold certificates of less denominations than \$20. The measure permits the issue of these certificates for \$5 and \$10, with the object of replacing the silver certificates of those denominations, the latter in turn to be reissued as \$1 and \$2 bills.

It is hoped in this way to relieve the pressure for small bills which comes each year at the time of crop movements. Some suggestions were made yesterday by the Treasurer of changes in the bill, and the committee, without any further action, decided to hold another hearing to the Treasury officials interested.

## A Hooded Rural Route.

The hoodoo rural delivery route has been discovered by the Post-office Department. It is route No. 7, and emanates from a large distributing post-office in Indiana. A few weeks ago the carrier sprang his leg. Another carrier undertook the job, but after he had lost his way he was caught, and had gotten over only a part of the route the next, he gave it up. The fellow who next tried it had a runaway, and he gave it up. Patrons are now waiting for the recovery of the regular carrier.

## Selling Diphtheria Anti-toxine.

Representative De Armond, of Missouri, has introduced a bill providing that the Bureau of Public Health and Marine Hospital Service shall manufacture diphtheria anti-toxin, and give it free to the people, and sell the same at not to exceed 10 per cent above actual cost.

## Approve Service Pensions.

The House Committee on Pensions and Invalid Pensions, sitting as one body, yesterday gave its unanimous approval to the Senate service pension bill. It will be reported to the House with a recommendation that it be agreed to.

## Tax on Bay Rum.

Representative Payne, chairman of the Committee on Ways and Means, yesterday introduced a bill to impose a tax of \$1.25 per proof gallon on the spirits contained in bay rum imported from Porto Rico.

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## HALE WARNS SENATE

## Hints at Night Sessions Unless Work Is Rushed.

## BEVERIDGE CONCLUDES SPEECH

**Numerous Interruptions Come from Colleagues—Diplomatic and Consular and Fortifications Bills Passed, with Amendments—Mr. Clark Makes Senate Laugh.**

When the Senate opened its session yesterday, Senator Hale delivered a warning to the Senate of making many speeches when the margin of time between now and the end of the session is narrowing down to less than a month of working days.

The Maine Senator usually administers this note of admonition about this time in the short session. He said, in a most impressive way, that not a single appropriation bill had thus far become a law this session.

This fact, in the face of the twenty-five working days remaining before the 4th of March, seemed to him to place great responsibility on those Senators who persist in making long speeches and piling notices of more speeches on the calendar. He said, with a certain amount of sarcasm, that he referred to the three-day speech of Senator Beveridge, on child labor. Following that, he said, Senator Carter would take up much valuable time speaking of certain irregular procedure in land matters on the part of executive officials.

"It may be important that these speeches should be made—indeed, it may be more important that they should be made than that the public business should be transacted, than that the appropriation bills should be passed," said the Maine Senator. "But, unless some headway is made very soon with these appropriation bills, I shall move for night sessions. I do not think it would be fair to ask for a night session to-night," and with a grave and forbidding look around the Senate chamber Mr. Hale figuratively let fall a ton of silence on his colleagues.

Mr. Beveridge arose, and with velvet words and soft manipulations of the pistol air, protested that many things had prevented his speaking earlier in the session, when he had intended to do so, and he pleaded for forbearance on the part of the Senator from Maine until he could finish his speech, which has been beset with so many untoward circumstances.

Curtis Sworn In.  
Charles Curtis, Senator-elect from Kansas, took the oath of office soon after the Senate met. His credentials were presented by Senator Long, of that State. Mr. Curtis, who has represented the Topeka district in Congress for a number of years, was present at the opening of the session with a bright carnation in the lapel of his coat. After the credentials had been read and put on file, Mr. Long escorted his new colleague to the Vice President's chair, and the presiding officer administered the oath. Several members of the Kansas delegation in the House were present to witness the swearing in of the new Senator, who succeeds to the unexpired term of J. Ralph Burton, which until yesterday was filled by A. W. Benson by an appointment ad interim by the governor. Mr. Curtis is the first citizen of Indian blood to occupy a seat in the Senate. He is a direct descendant of the Kaw tribe of Indians, and shows his racial antecedents in his features.

Senator Beveridge resumed and concluded his speech on child labor. In the course of Mr. Beveridge's remarks, Mr. Curtis said that he had been an ardent admirer of P. C. Robertson, who, under conditions at Salisbury, N. C., cotton mills. He said that that enterprise was in his own town, and he knew what a magnificent institution it was. "Who is this man Robertson?" he demanded.

"I think he is a representative of the American Federation of Labor," replied Mr. Beveridge.

Mr. Overman retorted that Mr. Beveridge ought to know about his own constituents, and declared that if the other affidavits depicting child labor conditions were not more accurate, he would not place much dependence in them.

Early in his speech the Indian invited the Southern Senators, who have been opposing the bill because they asserted it usurped the rights of the States, to support it because "the man who will be the next standard bearer of the Democratic party has unqualifiedly endorsed it."

**Carmack Asks a Question.**  
"I would like to have the Senator tell me what the next Republican standard bearer thinks of it?" suggested Mr. Carmack, of Tennessee.

"There are many things you and I want to know, which I am not going to tell you," replied Mr. Beveridge.

Mr. Beveridge was questioned closely by Mr. Knox and Mr. Aldrich, as well as by Mr. Overman. Mr. Bacon asked leave to correct a statement, made by Mr. Beveridge yesterday, that there had been 2,000 applications for permits to employ children in Georgia since the new statute against child labor went into effect. He read two telegrams from State officials, who issue permits, showing that there had been only ten applications since January 1.

Mr. Spooner thought that if Congress had the power to exclude child-labor goods from interstate commerce, or those also exclude nonunion goods, or those manufactured in violation of the eight-hour law, Mr. Perkins would not pass a law excluding goods made by men over fifty years of age?

**Mr. Beveridge's Conclusions.**  
In concluding his speech, Mr. Beveridge said:

"I have shown: First, That the evil exists; that certainly hundreds of thousands and more, probably over one million, children are even now either being killed or utterly destroyed for that citizenship on which this free nation alone depends. Second, That the States cannot remedy this evil, and even if they could, would not do so through the whole republic for a generation. Third, That the evil can be stopped only by a national remedy; and that this is right because it is a national evil. Fourth, That this national remedy can be applied without raising the disputed question of States' rights, by invoking the absolute power of Congress over interstate commerce. Fifth, That over such commerce the power of Congress is unlimited and involves the power to prohibit the transportation of any article which Congress deems it wise to prohibit, this having been repeatedly and expressly decided by the Supreme Court. Sixth, That in the exercise of this power Congress has passed a large number of laws prohibiting interstate commerce in various articles. Seventh, That the prohibitory power of Congress is no argument against its existence and that the remedy for such an abuse is in the hands of the people at the ballot box."

## Two Bills Passed.

During the afternoon the Senate, without question, adopted the committee amendment to the diplomatic and consular bill, which takes from the President the power to raise the rank of American diplomats to meet any increases in rank made by foreign governments.

An amendment, offered by Mr. Lodge, providing a sliding scale of wages for consular clerks, was adopted. It provides

that, after July 1, clerks shall receive \$1,000 a year for three years, and secure an increase every year of \$100 until their salary reaches \$1,300. As amended, the bill passed.

The fortification appropriation bill was passed after the adoption of an amendment increasing the appropriation to \$200,000 for the appropriation for a coast battery at Hawaii. Mr. Perkins, in charge of the bill, explained that the increase was given to Hawaii because it was "nearest and dearest to the United States" and that the committee had deemed it wise to divorce it from the Philippines.

Mr. Clark, of Montana, almost sent the Senate into convulsions when, asking consideration of the bill providing for the allotment of the Blackfeet Reservation, he explained that there never had been any objection to it except that it had been vetoed in the last Congress by the President. He explained, laughingly, that the provision objected to by the President had been eliminated in the present measure. The bill was then passed.

## Request Block Signal Facts.

A resolution offered by Mr. Clay, calling upon the Interstate Commerce Commission for the results of its investigation into the block signal system, and also for certain information bearing thereon, was adopted.

The Senate suspended all other business to pass the bill authorizing the Secretary of War to sell fodder, etc., at Fort Robinson, Mont., where 30,000 head of cattle have been driven by the blizzard, and are threatened by starvation. The bill has already passed the House.

Adjournment was taken until to-day.

## SENATOR HALE CRITICISED

**Member of Naval League Scores Him Severely.**

**Says Maine Legislator Is Misplaced as Chairman of Naval Affairs Committee.**

As a result of Senator Hale's criticism of the naval "lobby" in favor of the naval personnel bill, a caustic letter has been sent him by W. W. Hollingsworth, of Philadelphia, a well known member of the branch of the Navy League in that city. Copies of the letter also have been sent to other Senators.

Among other things, Mr. Hollingsworth says to Mr. Hale: In his letter:

"You are credited, rightly or wrongly, as controlling all legislation for the navy; therefore, the nation looks to you more than to any one else, and holds you to a greater responsibility than any of your associates, for all that stands (legislatively) for the betterment of our naval power and efficiency."

"Procrastinating and obstructing policies have ruled with both Senate and House committees on naval affairs, instead of policies of energy and progress. 'The nation's pulse is never taken or considered in relation to naval affairs or naval establishments, therefore, it would be strange if for once the naval committees did take it on the subject of the navy personnel bill. The pity is that that bill does not contain a clause to legislate out of the naval committees those members who have, from long tenure, become imbued with the idea that they own the navy, or, because of age, become obstructionists.'"

Mr. Hollingsworth declares that there are three causes, other than that furnished by naval officials, which have resulted in the delay of better legislation for the personnel bill. The first of these is said to be the Naval League of the United States, and the second the army of ex-naval officers all over the land. The third, Mr. Hollingsworth alleges, in his letter to Mr. Hale, is as follows:

"Public opinion and feeling is becoming restive under the knowledge that you, as chairman of the Senate committee, have been given, or have usurped, dictatorial power as to what shall or shall not be allowed legislatively to the navy. The public recognizes your ability and honesty. They also recognize that you have failed to keep pace with the progress of the world in relation to naval affairs. They respect you as Eugene Hale, esq., but they consider you misplaced as the chairman of the Senate Naval Committee."

"This letter," says Mr. Hollingsworth in conclusion, "is not inspired by any organization or association of men. The responsibility for it is my own."

## NEW COPYRIGHT BILL.

## Privilege Denied to Government Publications.

Senator Kittredge, chairman of the Senate Committee on Patents, reported yesterday the new copyright bill, which represents the work of two sessions of Congress, innumerable hearings and much thought and research by the members of the committee and its chairman. Briefly, the bill affords protection to "print, reproduction, copy, and vend copyrighted work." The bill provides eleven classifications under which matter may be registered for copyright.

The right to copyright government publications is denied, as is also the right of any author, not a citizen of the United States, to copyright the original text of a work first published outside of the United States prior to July 1, 1907, or to the original text of any work which has fallen into the public domain.

## Brownsville Subpoenas Issued.

About fifty subpoenas were issued yesterday by the Senate Committee on Military Affairs for witnesses whose testimony is desired in connection with the Brownsville inquiry. They comprise commissioned officers, citizens of Brownsville, and some of the discharged soldiers. The Sergeant-at-Arms of the Senate will send the subpoenas to United States marshals in Texas to serve.

## More Postal Clerks Wanted.

Owing to the unprecedented growth of the postal business throughout the country in the past few months, especially at New York and other large centers, the First Assistant Postmaster General has recommended that an emergency appropriation be made for the employment of 600 additional clerks. The sum of \$150,000 is asked for the purpose.

**Tribute to Ex-President McKinley.**  
Chaplain Couden, of the House of Representatives, in his prayer at the opening of yesterday's session, celebrated McKinley Day by making the example of the late President the burden of his petition; and in the home, the republic, and in religious life, it might ever be the inspiration of the youth of the land.

**Street Extension Proposed.**  
Representative Morrell has introduced a bill authorizing the Commissioners to prepare a new highway plan for the region north of Tilden street, south of Albemarle street, east of Reno road, and west of Connecticut avenue.

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## FREE SEEDS PUT BACK

## House Overrides Chair to Get Its Way.

## APPALACHIAN RESERVE LOSES

**Proposal to Take Off Tariff on Lumber in Order to Fight the Trust. National Pure Food Inspectors Not to Interfere with Enforcement of State Food Laws—Edits Passed.**

Congressional constituents will be given free seeds another year if the House of Representatives has its way. Such an amendment was inserted yesterday in the agricultural appropriation bill, but it was only accomplished by a coalition of a number of Republicans with the Democrats, and the overruling of the Chair.

The bill was taken up in Committee of the Whole, the first question being the item relating to the distribution of seeds. Mr. Candler, of Mississippi, leading the opposition to the effort of the Committee on Agriculture to abolish the distribution of promiscuous garden and farm seeds, moved to insert the provisions of the current law on that subject, appropriating \$238,000 for the purchase and distribution of seeds under the old practice. Mr. Jones, of Washington, made a point of order against the amendment that no distribution of seed was authorized by law.

Sustaining the point, the chairman, Mr. Foster, said the question was concededly a close one. Were it a new proposition, there was no doubt in his mind that the point of order should be sustained, but in view of the long-continued practice and some precedents bearing upon it, he felt that the House should itself decide. To give it the opportunity to do this, he sustained the point of order.

From this Mr. Candler appealed, and the decision of the Chair was overruled by a vote of 84 to 136. The amendment was then agreed to and the subject disposed of as usual for another year.

A bill was passed providing for the hearing of appeals and writs of error from the District Court of Alaska for the Ninth circuit at San Francisco, Portland, or Seattle.

A resolution was adopted calling on the Secretary of the Treasury to report to the House a list of all properties in the District of Columbia rented for or by the government, with details of amount of rent paid, etc.

A Senate bill was passed increasing the board of assistant appraisers of customs at New York from ten to twelve, and providing that one of them shall be known as special deputy appraiser and two as deputy appraisers.

**Tariff Fight Against Trust.**  
Mr. Lacey, of Iowa, moved an amendment to the agricultural bill authorizing the Secretary of Agriculture to sell matured timber on forest reserves at prices which will tend to break down the figures set by the lumber trust, and Mr. Fitzgerald, of New York, moved a further amendment, authorizing the Secretary if he finds lumber prices maintained by a trust, to remove the tariff on lumber. But both met a point of order made by Mr. Wadsworth, of New York, in charge of the bill.

The paragraph appropriating \$200,000 to the Secretary of Agriculture, and "the proper and economical administration, protection, and development of the national forests" was amended, on motion by Mr. Mann, so as to restrict the expenditure to the administration and protection of the forests. An amendment increasing the salary of the chief forester, Mr. Pinchot, by \$1,000, was stricken out.

Mr. Macon also caused the elimination of like proposed increases in the salary of the chief chemist of the department. The proposition to establish a forest reserve in the Appalachian and White Mountain regions came up on amendments offered by Mr. Lever, appropriating \$100,000 to the acquisition of lands, and by Mr. Thomas, of North Carolina, directing that a survey be made to determine the necessity and feasible boundaries of the proposed reserves. They were rejected on points of order by Mr. Wadsworth. Against certain provisions defining the duties of the Bureau of Chemistry as to investigating food adulterants and coloring matters, which he said in effect, repealed parts of the pure food

law, Mr. Crumpacker, of Indiana, invoked a point of order that they were new legislation.

## All Look Alike to Him.

"Does the gentleman from New York desire to be heard on the point of order?" asked Mr. Foster, who was in the chair. "I am rapidly reaching the stage where 'all points of order look alike to me,'" replied Mr. Wadsworth, amid great laughter.

"The gentleman was evidently at the Grifflon dinner, Saturday night," remarked Mr. Tawney.

The chairman sustained the point of order. The provision directing the Secretary of Agriculture and the association of official agricultural chemists to establish standards of purity for food products was stricken out. An amendment offered by Mr. Tawney forbidding the employment of State or municipal officials in the enforcement of the pure food law met with the vigorous opposition of Mr. Mann. He protested that the adoption of that policy would lead to an unmeasured duplication of work and cause an expense of at least \$500,000 a year by the Federal government. The amendment forbids Federal inspectors interfering in the operation of State laws.

As to the portions of the bill relating to seed distribution, forest service, and the Bureau of Chemistry and Soils, the committee rose and the House adjourned until to-day.

## JAPANESE COOLIES THE TOPIC.

**California Delegation Invited to the White House for Conference.**

President Roosevelt has invited the California delegation in Congress to call at the White House this afternoon at 5:30 o'clock. It is understood Mr. Roosevelt will outline an arrangement made between the United States and Japan whereby Japanese coolies will be excluded from admission to this country. It is further understood that the agreement reached is entirely satisfactory to the government of Japan. No intimation as to its nature has been given.

When the San Francisco school question was being agitated, and the California delegation urged either a treaty or legislation excluding Japanese coolies, the President asked them to wait a month and he would arrange a plan which would prove acceptable to all concerned. The Senate and Representatives of the California delegation now believe the President has kept his word, and will indicate his plan to them to-day.

## MAKES DEBUT AS DIPLOMAT.

**Minister Lagercrantz, of Sweden, Expected to Arrive in a Few Months.**

H. L. F. Lagercrantz, who was appointed minister of Sweden to the United States only a few days ago, is entering the diplomatic service for the first time. Mr. Lagercrantz is about fifty-five years old. Fifteen or twenty years ago he was an officer in the artillery of the Swedish army. After retiring from the service he entered upon a commercial career. Mr. Lagercrantz has lived most of the time at Stockholm.

It is expected that he will arrive in Washington to take up his new duties within the next few months. Mr. Lagercrantz is said to be quite wealthy, and the owner of several large estates in Sweden. He is well known throughout Sweden. Mr. Lagercrantz and King Oscar are personal friends. On this account, and because of Mr. Lagercrantz's business ability, he was selected as the minister to this country.

## CURTIS FOR COMMITTEES.

**A Wagish Selection of Several Good Places for Him.**

While the new Senator from Kansas was being sworn in yesterday and getting accustomed to his new environment, there was passing around the Senate chamber a slip of paper suggesting his committee assignment. Mr. Curtis is the first descendant of aboriginal blood to attain the high honor of a seat in the Senate. Some wag, looking over the list of Senate committees, made the following assignments for him: Indian Affairs, Indian Depredations, To Investigate Trespassers Upon Indian Lands, Five Civilized Tribes of Indians, Fisheries, Forest Reservations, and the Protection of Game.

Selected to be a member of the House, retained his membership on the Indian Committee uninterruptedly for fourteen years. His only other committee assignment in the present House was on Ways and Means.

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